

FALLS OFF SCAFFOLD; SKULL IS FRACTURED

Plunge Is Fatal to William H. Bartlett—Dies Just After Reaching Hospital.

ALEXANDRIA, Va., July 30.—William H. Bartlett, forty-five years old, a painter, fell from a scaffolding on Lee public school building at 9 o'clock this morning and fractured his skull. He died five minutes after reaching the Alexandria Hospital.

The deceased was working on a swinging scaffold at the rear of the building when he fell, landing on his head on the concrete sidewalk below, a distance of twenty-five feet. Dr. Arthur Snowden was called and the injured man was placed in an automobile and taken to the Alexandria Hospital, where Dr. Llewellyn Powell was summoned.

Mr. Bartlett was employed by Birrell & Groves, contracting painters, by whom he had been employed for many years past. He lived at 410 Wilkes street. Besides his wife he is survived by eight children.

The body was taken to Wheatley's undertaking establishment and prepared for burial.

Mr. Bartlett was a member of Oriental Court, No. 10, and also a member of the Painters' union.

Many Alexandria lawyers will leave here on Monday for Hot Springs, Va., to attend the annual meeting of the State Bar Association, which will be held there from Tuesday until Thursday. The meeting promises to be one of unusual interest and a large attendance is expected. A number of Alexandria attorneys are scheduled to make addresses before the association.

Charles A. Graves will read a paper of special interest on "The Forged Letter of Gen. Robert E. Lee," in which the author will undertake to prove that the famous letter of General Lee containing the expression, "Duty, then, is the highest law in our language," is a forgery. Lewis C. Williams will read a paper entitled "Employers' Liability and Workmen's Compensation Law," which is likely to prove of special interest and benefit to lawyers at this time.

The Alexandria Light Infantry, after ten days' camping trip to Gordonsville, Va., where they took part in the annual maneuvers of the State militia under the instruction of United States army officers, will return home tonight. The late Maj. James E. King, of this city, major of the Second Battalion, First Infantry, has been succeeded by Capt. Thomas P. Peyton, of Charlottesville, who was elected to fill the vacancy yesterday. By special permission Captain Peyton appeared before Col. Lane Stern and passed the examination for his new grade.

On account of the absence of a quorum the meeting to have been held yesterday for the purpose of selecting a site for the new Alexandria Hospital, building was postponed.

Governor Henry C. Stuart, yesterday pardoned Henry Sevens, colored, of this city, who is serving a two years' term in the State penitentiary. Sevens was sent up for an assault on a white man.

Mrs. E. M. Higson and daughter have returned from a visit to Maine and Massachusetts.

A called meeting of Andrew Jackson Lodge, No. 120, A. F. and A. M., will be held at 7:30 o'clock in Masonic temple.

The baseball game between the teams of Alexandria-Washington and Andrew Jackson Lodge of Masons, tomorrow afternoon, promises to be a very close one. The proceeds of the game will be given to the Children's home.

Laura Allen, the infant daughter of Mr. and Mrs. William E. Allen, died last night at the Alexandria Hospital.

Robley D. Brumback, president of the common council, has gone to Murray, Va., for the balance of the summer.

Councilman and Mrs. Robert L. Monroe, have returned to Alexandria, where they will spend the next ten days.

ANACOSTIA.

The Lawn Fete last evening by the Ladies Guild of Immanuel Episcopal Church, will be continued tonight.

It is expected by citizens that new street lights will be installed here and an underground trolley system established along Nichols avenue when that thoroughfare is resurfaced from Goodhope road to Sheridan road.

LeRoy Thompson, fifteen, of 1750 W street southeast, while in W street between Sixteenth and Fendall streets, was bitten on the leg by a dog owned by Charlotte P. Olin.

The dredging work in Project No. 2, is progressing rapidly and as the present rate the low lands east of the Anacostia bridge will soon be above tide water.

HYATTSVILLE.

Unauthorized trackage laid by the Baltimore and Ohio railroad at the Hyattsville crossing was assailed before the town council last night, and President John G. Holden, who authorized the track, appointed two members of the council to meet with the town attorney, Vincent A. Sheehy, in taking up this matter, and that of the Maryland and Johnson avenue crossing, with the Baltimore and Ohio officials, as well as the high rates of freight passing through the town.

The report of the fire department was received, and the council expressed themselves as willing to meet any deficit, if necessary, when a fireman is injured, where the relief granted by the

FORMER CAPITAL COUPLE



MRS. SHERMAN MILES AND DAUGHTER NANNETA. Mrs. Miles is a former Washington Girl.

Lieut. Miles and Family Are Stationed at American Legation in Bucharest.

The fact that Lieut. Sherman Miles, U. S. A., and Mrs. Miles are in the Balkans, where the former is stationed as military attaché at the American legation at Bucharest, Rumania, makes Washington's social set take a personal interest in the present happenings.

Lieutenant Miles is the only son of Brig. Gen. Nelson A. Miles, U. S. A., retired, and Mrs. Sherman Miles was formerly Miss Yulee Noble, only daughter of Mrs. Noble and the late William Belden Noble, of Washington, and a granddaughter of the late Senator Yulee, of Florida. Their wedding took place in Washington several years ago, just following the bride's debut. They were stationed at Ft. Myer for a short time and then went to the Balkans.

Lieut. SHERMAN MILES, Military Attaché of the American Legation at Bucharest, Rumania.

Maryland State Association does not cover the case.

The attorney for the town announced that the circuit court had awarded damages of \$25 to the town and \$1 to each abutting property owner along the proposed route of the Gettysburg and Westminster railway, near the Columbia avenue crossing.

Councilman John Fainter reported that a recent reading of the water meters disclosed that a great number of the property owners were exceeding the limit in the use of water for garden purposes.

Councilman John C. Brooke moved that resolutions of sympathy be sent to the family of the late Michael J. Fleishman.

Dr. Henry J. Patterson, of the Agricultural College, will address the farmers of adjoining counties, August 8.

A. C. Haron is at Sibley Hospital suffering from an attack of appendicitis.

Councilman Edward Devlin has returned from Colonial Beach.

Mr. and Mrs. R. W. Wells leave for the West on August 1.

Miss Cora Rogers, of Memphis, Tenn., is visiting her parents, Mr. and Mrs. William S. Rogers, Locust avenue.

Miss Lottie Naylor, of Pine avenue, is visiting at Atlantic City.

Miss Lillian Brown, of Baltimore, is visiting her cousin, Sallie Brown, of Bladensburg.

The lawn party at St. Jerome's Church will be on August 18. Entries for the baby show have been received.

ROCKVILLE.

In the presence of a large crowd, the annual tournament for the benefit of St. John's Catholic Church, Forest Glen, was held yesterday. It was participated in by fifteen riders. The riding followed an address to the knights by Brainard H. Warner, Jr. Douglas M. Blanford was chief marshal and the assistant marshals were William Rapley and Robert Wimsatt. The judges and timers were James E. Kemp, John N. Kelley and Theodore Freeman. The tiling was of a high order, five being for first honors with nine rings each. In the ride-offs Philip Love, of Beltsville, Md., riding as "Knight of Montgomery," won; A. D. Langley, of Washington, who rode as "Knight of Anheuser-Busch," finished second; William Atchison, of Berwyn, Md., as "Knight of Herby," was third; and J. L. Atchison, of Burtonville, Md., as "Knight of Lumber Lost," fourth.

Following the tiling the royal set was followed, being preceded by the coronation address by Andrew J. Cummins. The successful knights crowned their wives, excepting William Atchison, who honored Miss Gertrude Ellis, of Laurel.

MOTOR TAX REPORTED FAVORABLY IN HOUSE

W. S. Duvall Argues Against Page Bill, But Committee Decides to Recommend It.

Despite a protest registered by the automobilists of the District, through the president of the Washington Motorists' Association, the House District Committee today reported the Page bill, levying a special tax on all automobile owners. This tax will range from \$5 to \$10 per annum, according to the horsepower of the automobile.

W. S. Duvall, president, and attorney for the motorists, read a brief to the committee in which he argued that the Washington automobilists are already heavily taxed in the payment of license fees, personal taxes, and fees to the States of Virginia and Maryland, and that additional taxation would be unjust and discriminatory.

Congressman Page contended that the automobilist of the average State is harder hit by taxes than the District of Columbia motorist and the District Committee made prompt report of the Page bill after the arguments were in.

Mr. Duvall and other motorists who opposed the Page measure asserted that the automobile is not now the toy of the rich, as it once was, but has become a vehicle of common use for the business man and citizen of every class.

Mr. Page insisted that automobiles injure roads and streets to such an extent that a tax is now imposed upon them for the purposes of raising revenue.

Mr. Duvall contended that the automobile does less injury to the streets than the ordinary buggy, which pays only the personal tax.

The Page bill will go on the calendar, but it is improbable that it can be reached at this session.

Mr. Duvall's Address.

S. V. Hayden, counsel for the Federal Taxicab Company, and Charles J. Columbus, representing the Retail Merchants' Association, made brief arguments against the bill, but Mr. Duvall, in behalf of hundreds of car owners, made a lengthy statement against such legislation. In part he said:

"That the automobile owner in the District of Columbia already pays dearly enough for what he receives will be obvious from the following, taking an automobile valued at \$1,200 as an average. By the act of 1887, known as the 'organic act,' the limit of taxation on personal property is fixed at 1½ per centum per hundred. This owner is required to pay, and, in the example, would amount to \$18.00 (an amount by itself exceeding the taxation, etc., on a car of that value in either Maryland or Virginia). He must pay \$2 for a license which costs the District of Columbia \$20 and a Virginia tax of approximately \$18, making a grand total of \$66.00.

"Now, by the act of 1887, the owner is required to pay \$7.50 additional, thus increasing his tax to the sum of \$73.50. This much for an automobile that admittedly does little or no damage to the roads and causes little or no dirt."

"On the other hand, the owner of the

horse-drawn vehicle pays but the percentage of 1½ per centum on his horse, and yet his horse injures the roads and his horse's filth costs the government and the District thousands of dollars each year.

"Where is the equity, and why the difference?"

"But I have not yet stated the worst. The automobile owner is taxed from every angle, for there is a garage tax for owning a capable of holding so many automobiles, and in addition, for our garages, for keeping oil, for keeping gasoline, where is the coal oil. If the automobile is hired, \$5.00 additional is demanded each year for this privilege, and the driver must have a badge for \$50.

"If we are now to be taxed for our horse-drawn car, for our car seats, for the automobile as personal property, for our garages, for keeping oil, for keeping gasoline, where is the taxation to end? Is it not possible that the next Congress will tax us for the spokes in our wheels, the buttons on the seats, the color of our paint, etc?"

"No person or class of persons or property should be taxed without good and sufficient reason and to do otherwise would be manifestly unfair. The wonderful growth of the automobile industry in the past few years, the fact that its use is now almost universal will I feel, within the next few years, exert such a strong influence upon State legislatures as to cause the abolishing of the special taxes now laid upon them."

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But I have not yet stated the worst. The automobile owner is taxed from every angle, for there is a garage tax for owning a capable of holding so many automobiles, and in addition, for our garages, for keeping oil, for keeping